

The

National

Falcons

News

FEBRUARY 2018

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



1964 Sprint Convertible
Virgil Clemmer
Fayetteville, Tennessee

FEBRUARY 2018

ON THE COVER

After almost 22 years of ownership Virgil Clemmer's (FCA #8120) 1964 Sprint convertible still holds the number one spot in his garage. Describing their October trip to the Tennessee Regional in Sevierville, "She ran great on the four hour trip to Sevierville and back to Fayetteville and got 22 mpg. She is not a trailer queen but still a queen."

The Falcon's body is Rangoon Red with a white convertible top and it has a 260 four speed. The original Sprints were manufactured with bucket seats, but this car has a bench seat. It was a special order from the Detroit District, body style 76E and only 626 were manufactured.

It's a unique classic and a true beauty sitting in the midst of the Tennessee landscape. Photo by Janet Wilkerson.

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CALENDAR OF EVENTS

MARCH 23-24, 2018

SOUTHERN COAST REGIONAL, PENSACOLA, FLORIDA

Hosted by Southern Coast Chapter

APRIL 13-14, 2018

TEXAS REGIONAL, AUSTIN, TEXAS

Hosted by Capital City Chapter. Use form on wrap to register.

APRIL 20-21, 2018

BON TEMPS REGIONAL, GONZALEZ, LOUISIANA

Hosted by Bon Temps Chapter

MAY 4-5, 2018

19TH KCFCA REGIONAL, BETHEL, PENNSYLVANIA

Hosted by Keystone Chapter. Use form on wrap to register.

JUNE 1-2, 2018

OHIO VALLEY REGIONAL, DAYTON, OHIO

Hosted by Ohio Valley Chapter

Check ovcfca.com for information and updates

JULY 18-21, 2018

FCA NATIONAL MEET, WICHITA, KANSAS

Hosted by Wheat State Chapter. Register at falconclub.com.

The
National Falcon News
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to fca.editor@yahoo.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.



Cliff McKay
FCA President

While most of our favorite Falcons have been stored away during the worst of yet another winter, hopefully you've all been able to get around and have some fun with your local FCA chapter friends. And I hope you were also able to share some winter food favorites, too. You best remember to be extra sweet this month toward your significant others. A special treat for putting up with us and our toys is surely in order.

I know in my home Wheat State chapter our motto could be "if you feed us, we will come." So many of our chapters have winter garage meets or chapter projects for members who may not be able to take on their own major projects. This is one of the greatest things we as a club can do for someone, whether they are an FCA member or not. If your local chapter does take on a special project, take some good photos, write a brief story, and submit it to Janet for our magazine. Others would enjoy seeing what you have done.

It is never too early to start thinking about prepping your ride for a run to an upcoming Regional or for our National Meet later this year. Have you thought of any ideas specific to your trip? Have you made a list of things to take and things to do or see on the way? Do you have a wish list of things to be on the lookout for in the swap area? As a chapter, have you asked who is interested in going and if cruisin' together would work for each of your schedules? Migrating as a flock can be a fun way to go to these events, especially if the cars have two-way radios allowing you to keep in touch.

If you have any specific ideas for items you might like to see in the FCA store at this year's Nationals,

*"Remember that this year,
if you choose, you can
complete your National Meet
registration entirely through
our website."*

please let our store ladies know and they will consider your request. Please keep in mind that we have to place orders months in advance for our inventory to be produced and delivered in time for these events.

Speaking of the Nationals, I strongly encourage early registration for the Meet and early reservations with the hotel. Personally I strongly recommend dialing the hotel number directly for reservations. Both of these early actions assist the chapters sponsoring these events with funding through event reservations and clout with the event hotel management. If you have not yet done so, please check out the 2018 Nationals website, take a look at what the Kansas and Wichita areas have to offer. There's also a couple of places highlighted on page 29 of this issue. Remember that this year, if you choose, you can complete your National Meet registration entirely through our website.

I would also like to mention that donations by our members and chapters are always very helpful to those hosting our Regional and National events. For that, I wish to say thank you to each and every one of you.

Here's looking forward to a great springtime. And until then, have fun working on those projects as your weather permits. For those who can, enjoy a late winter cruise in your Falcon. Always remember to include youngsters in your plans to attend a car show and also be willing to lend a hand to help them get into a Falcon of their own!

—Cliff McKay (FCA #7987)
Peck, Kansas

Mid America Regional

September 8-9, 2017
Lenexa, Kansas





Kansas City Here We Come

A group of six—Bonnie and Joe Borgerding, Greg Alpers, Tom Botkin, Jim di Zerega and I—left in three Falcons heading east to the Mid America Regional in Lenexa, Kansas. We first drove to Hays, Kansas where we toured the Fort Hays Museum and spent the night in a local hotel.

We arrived in Lenexa, Kansas the next day, after crushing many butterflies, and thought we'd made it to the hotel with no problems or breakdowns. However, the hotel that we had booked, The Crowne Plaza, was not at our destination. We drove around the block again and found no Crowne Plaza hotel. I thought we had all booked at the wrong hotel.

We drove around again and spotted a lone Falcon in the parking lot of the Clarion. There was one sign stuck up on the hotel that said, "Clarion Hotel." We went in and heard that the Crowne Plaza had been sold to the Clarion two days before. The people at the desk were having a time integrating the two hotels' reservations systems. Luckily we all ended up with a room and the hotel was very nice.

The Meet itself was great. We all had a good time. The Mid America Chapter was organized and the members were so nice. They went out of their way to talk with us and sit with us. There were a lot of beautiful cars there.

On Friday six of us walked up to a beautiful shopping center and had lunch. It brought back memories of what a real shopping center looked like! Some of our group mumbled about the "five mile hike," but it was actually much less. We all survived and met at the pizza and ice cream dinner Friday night. The voting was held Saturday morning. There were no classes. You voted for 25 cars, and there was no order. They gave out awards Saturday afternoon to 25 cars. It was all random. The Borgerdings and the di Zeregas got plaques. Our only disappointment of the trip was that Greg didn't receive a plaque. That night we DROVE to the shopping center for a fun dinner.

We left early on Sunday morning to make the trip home in one day. All went well again until the west side of Limon. Joe's steering wheel came off while they were driving along I-70. He managed to hold it on and steered to the side of the road, fastened it back on and off he went! We were kind of in shock, but it did not phase him.

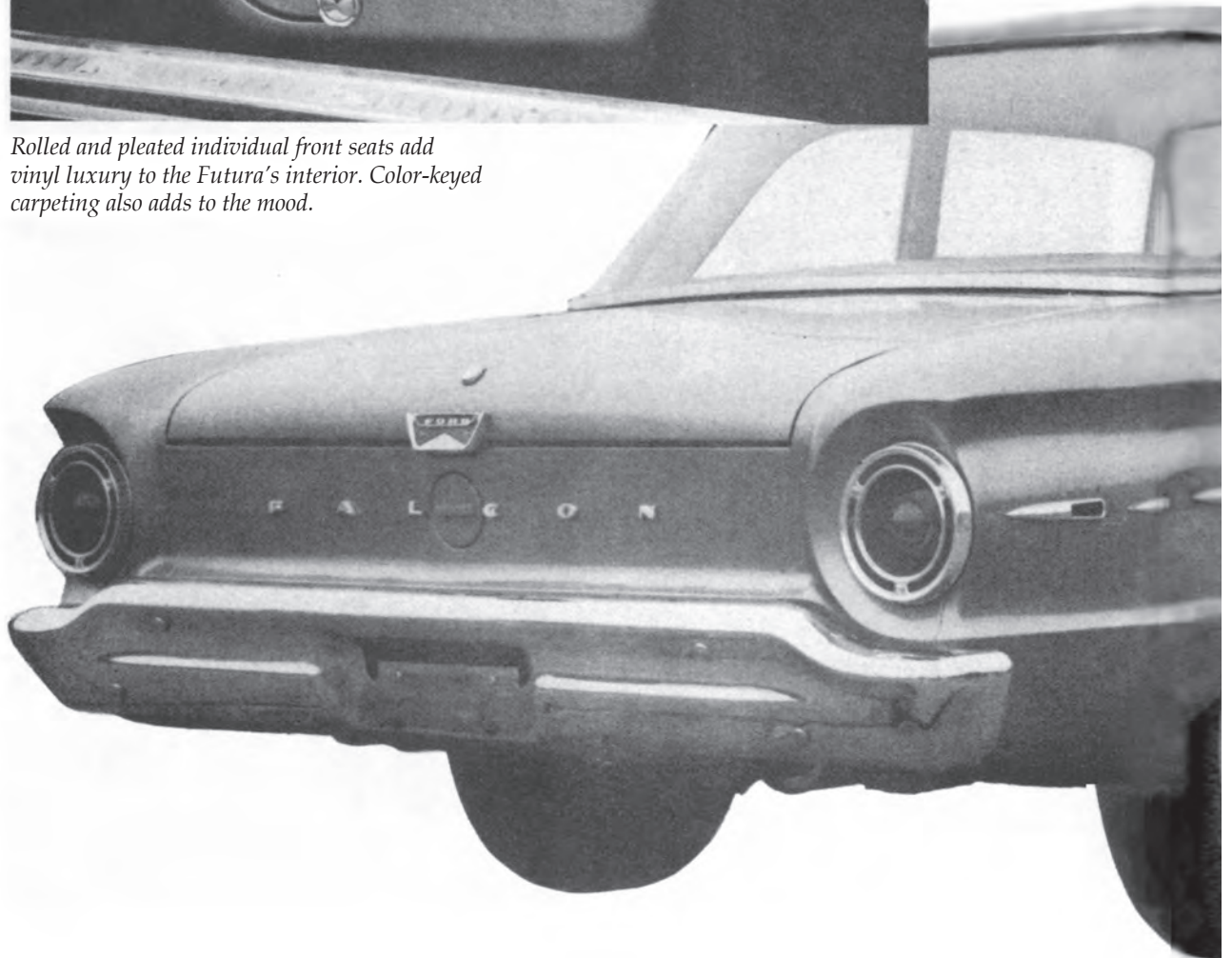
All made it home with smiles on our faces. We had spent time with a great bunch of people and seen a beautiful bunch of cars.

—Fay di Zerega (FCA #3520)
Fort Collins, Colorado





Rolled and pleated individual front seats add vinyl luxury to the Futura's interior. Color-keyed carpeting also adds to the mood.



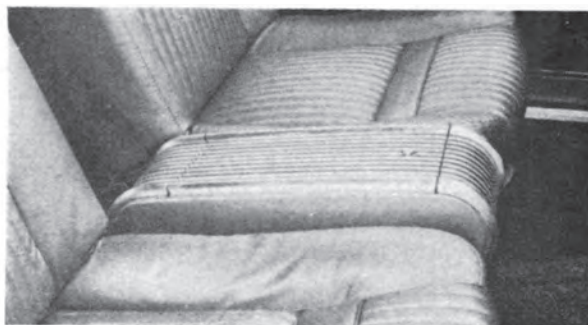
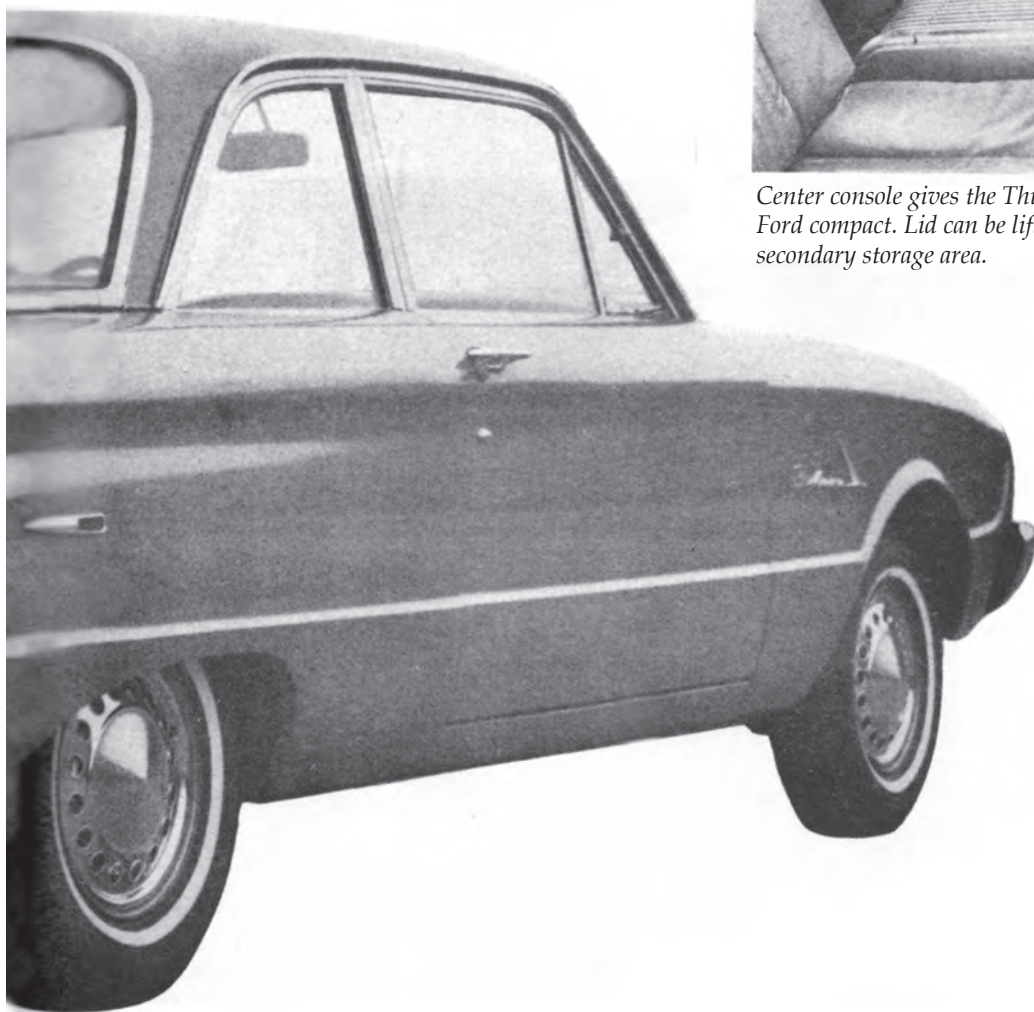
The Falcon Futura

Two of the most successful new cars in recent years have come from the Ford stable. The Falcon and Thunderbird have entered the distinct fields of economy and luxury transportation and cut out for themselves good shares of the market, along with devoted bands of drivers. Now their parent company has announced a modified version of the Falcon, which attempts to combine some of the better-received features of both of these popular cars.

The Falcon Futura varies little in outside appearance from the standard compact sedan that is now in its second year in Ford dealer's' showrooms. Inside, however, is a luxurious passenger compartment which has all of the flair of the big T-Bird.

Two individually adjustable bucket seats welcome the front passengers. Foam padded and vinyl covered, they offer

Another compact bids for prestige with a glorified interior



Center console gives the Thunderbird touch to the deluxe Ford compact. Lid can be lifted for access to a handy secondary storage area.

The Falcon Futura article was originally printed in *Motor Trend* June 1961 and reprinted in *Falcon Performance Portfolio 1960-1970*.

My 69's **First** Falcon



I purchased my first Falcon—a 1969 Futura Sports Coupe 302 automatic—on the internet from Dusty Old Cars in Nashua, New Hampshire. It arrived to my driveway on May 1, 2016 via A1A Transport. The truck driver showed my wife how to start the car. He said you have to hold the column shift lever in park and then turn the ignition because Ford made it that way to deter car jackers. My wife, Jocelyn, called me at work and said “Dennis, you bought a bucket of rust.” She took pictures and sent them to me showing my car had been in an accident. The passenger right front fender was pushed in and the floor was raised like it had gone over a solid object.

The dealer emailed me a copy of the inspection report dated November 16, 2015. The paint was not original and had had poor prep done for a poor paint job. Some areas of paint were peeling off bondo. The body panels had bondo and paint bubbles throughout. The front and rear lights needed attention and the signals were inoperative. Its black vinyl top was worn and torn. The right front bucket seat had a hole on the bottom and the left front bucket seat had a small hole on the back rest. The dash was in poor shape with multiple cracks and the headliner had multiple cracks in the vinyl along with a golf ball size hole. The emergency brake needed

National Meet

By Dennis Wong



service, the radiator had a small leak, and the battery would not hold a charge. Left and right upper lower ball joints were worn and it needed four shocks; the carburetor and fuel filter needed service and it stalled at intersections.

I first called a locksmith to re-key and replace my driver side door cylinder pins. My wife replaced the fuel pump, fuel filter, fuel tank, radiator and hoses, heater hoses, thermostat and housing, alternator, horn, ignition coil, battery cables, spark plugs and wires. She also fixed my exterior lights, upholstered my two front bucket seats with a cloth and vinyl combo, and changed the oil filter. We stripped the

black vinyl top and she suggested that we have the top painted maroon to match the interior.

I bought disc brakes for the front and rear and took it to a Mustang shop. The owner/mechanic used to race cars and suggested that I put disc brakes only in the rear and keep the drums in the front. He said that's how he installed them in his race cars and that they were just as safe as four wheel disc brakes.

I had my dash re-fiber glassed and painted. I found a 1962 Falcon hood emblem and a Mercury Comet Mercury Man gas cap from Australia. I also purchased a 1975 Philco AM/FM eight-track stereo

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a deep and comfortable position and have a contoured roll on their edges and backs which keeps the rider firmly in place. The back seat is of a bench design, but padding and seating are such that there is a semi-bucket effect for two passengers. An embossed Falcon emblem is in place between these two seat positions.

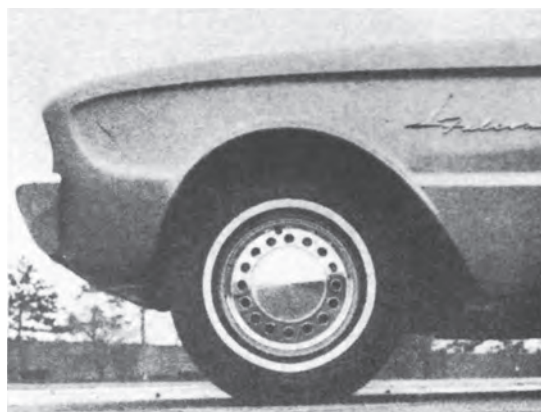
A very important feature of the front seats is the manner in which the back of the right seat folds down to allow entry to the rear. As on the Thunderbird, this back is designed to fold all the way down to the front cushion. It's a great help for those climbing in and, combined with the rather wide doors of the Falcon shell, it

makes the Futura the two-door compact with the easiest back-seat accessibility.

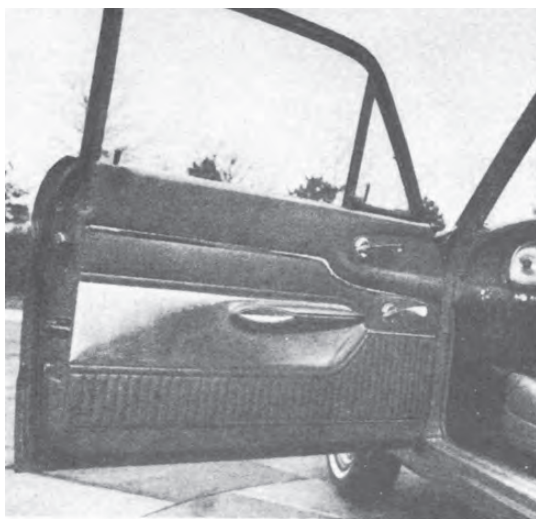
To add further differentiation from other deluxe compacts and to make the resemblance with the Thunderbird stronger, the Futura has been equipped with a console between the two front seats. This metal-topped unit is too low

The Falcon Futura

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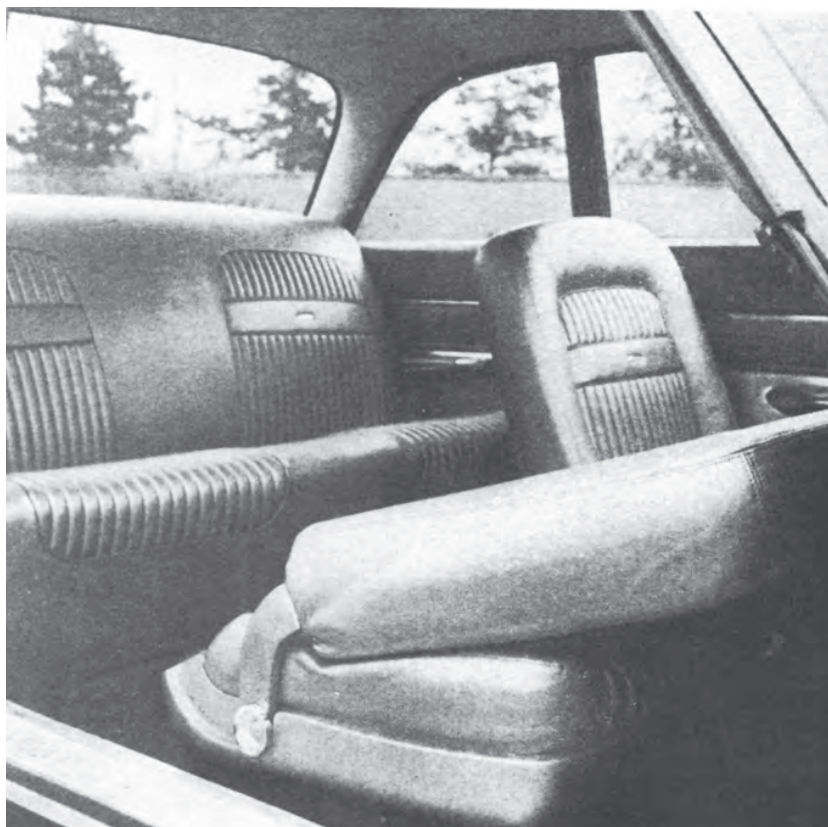


Polka-dot wheel covers are exclusive with the Futura. New scuff-proof whitewall tires are available only on this car, but as an option.



Standard equipment on Futura are new-style door panels of washable vinyl with bright inserts. Armrests at all four passenger positions are included without extra cost.

Although rear seat of the two-door sedan is of bench-type design, upholstery is such that a semi-bucket effect is obtained for two passengers. Falcon crest in on the back.





Another important feature borrowed from T-Bird is full-folding seat back which, with wide-opening doors, gives Futura easiest back seat access.

to be an armrest but it does have some practicality. The hinged top covers a small but useful secondary glove compartment.

The floor area is completely carpeted and this covering, along with the vinyl upholstery, is offered in five color combinations: black, metallic blue, metallic brown, red and metallic turquoise. Standard equipment in the Futura includes a white steering wheel and color-keyed steering column and instrument panel. The door panels have been specially restyled and trimmed for this version, and armrests are standard in all four passenger positions.

The Futura can be recognized in traffic by its distinctive polka-dot wheel covers and the three teardrop-shaped ornaments on the rear fenders. Narrow-band whitewall tires are optional on the Futura; they are not offered on any other Falcons. Chrome trim outlines the window areas, but the contoured side panels are not outlined by the bright metal band that marks the deluxe '61 Falcons.

Dimensions of the new version are identical to those of other Falcons. Overall length is 181.2 inches, width is 70.3 inches and height is 54.5 inches. Wheel-base is 109.5 inches.

A choice of engines is offered to the new Futura owner. Standard is the 144-cubic-inch six-cylinder powerplant, while the larger 170-cubic-inch Special engine is an option. As expected, there is also a decision to be made between the three-speed manual or the two-speed Ford automatic transmissions.

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and had it mounted in an enclosed console with four speakers. The center part of the console houses my fire extinguisher. I kept my original Philco AM radio in the dash with the mono speaker in the middle of the dash. I also had a 1963 FoMoCo clock mounted on top of the dash after I had the movement changed to quartz. It has its own dedicated fuse.

Finding parts was difficult for a late model Falcon. I had mentioned during one of our Sonoma County Falcons for Fun monthly meeting that I needed a right side rear windshield trim piece. Jim Sinnes told me, "I don't throw anything away and might have one from a 1968 Falcon wagon." At the next meeting, he gave me four trim pieces and one of them was the one that I needed.

Since I've had my car, the most I'd driven it in one day was 12 miles—to and from the service shops. The night before I left to go to Sacramento, I drove to San Jose and back for a total of 40 miles. Then I was confident that my 69er would go the 105 miles distance to Sacramento.

— Dennis Wong (FCA# 15772)
Hayward, California

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FALCONS FOR SALE



1961 Sedan Delivery drag car, 500 cubic inch big block Ford, Dominator carb, Trick Flow specialty heads and intake, built by Johnny Arnold of Arnold Racing Engines, Pensacola Florida and recently freshened by Mike Kennedy, Racing Engine Development, Inc., Trinity, NC. Mild steel chassis built by RooMan Keith Burgan in Indianapolis, IN. Best times are 8.80 in the 1/4 and 5.50s in the 1/8. Car comes with two extra complete third members (4.30 and 4.86), a spare top sportsman powerglide transmission, and custom built engine stand. Lemon ice paint, all steel except hood, hood scoop, and front and rear bumpers. Onboard fire extinguisher, funny car roll cage, fuel cell and has previously been certified and passes inspection each time. Car is extremely well-built with top-flight equipment and meticulously maintained. Car is titled and ready to go. For additional photos and information, go to tweetrevenge.com. \$46,000 OBO. David Weich, dweich@carolina.rr.com or 704-829-5435. NC. 180113



1962 Falcon two door wagon. Rare two door station wagon body style. 1974 Ford Torino running gear. 250 cu. in. six-cylinder with electronic ignition. New C4 three-speed automatic transmission with cooler. New paint with original Baffin Blue color, white top and black interior. New upholstery, carpet, headliner, door and window handles, windshield, window channels, door and tailgate rubber, gas tank, exhaust, radiator with electric fans, alternator, wiring harness. Updated dash with new electric gauges and new knobs. New ignition switch and door locks. two-speed electric windshield wipers conversion. New electronic stereo radio with front and rear speakers. Rebuilt heater/defroster w/new blower motor. New insulation throughout. 14" wheels and tires with updated brake system. Florida title. \$14,000. Ron, ronbrooks20@gmail.com or 407-810-7357. FL. 171215

1962 Futura, Texas car, rust-free body, but rust in the floors. Six older automatic, shows and looks to have 50,000 miles. Pictures available. Rick Bailey, 817-946-1741. TX. 1712012



1963 1/2 Futura convertible for \$25,000. 77,500 low original miles. The rebuilt 200 CID engine with three-speed automatic runs well. We drive the car about once a month, but it spends most of its time in a garage which keeps the body in excellent condition. The interior, which is original in appearance, remains in good condition. Front passengers enjoy bucket seats. The body is red and white. I can supply additional color photos via email (jisage@sbcglobal.net). The convertible top is in excellent condition. Special features include dual exhaust and Continental kit. The car has won trophies in the daily driver category. Contact Jane, 916-489-4933 or jisage@sbcglobal.net. CA. 171204



1963 Falcon Econoline window tan color van, 170 engine, standard transmission. 74K, engine has been rebuilt. Originally a Texas vehicle, no rust. Would prefer to trade for a late model five window Econoline Pick-up in good condition, but will sell van if I can find a pick-up to purchase. \$10,000 OBO. Bill Vancos, bvancos@yahoo.com or 715-360-0400. WI. 180103



1964 Falcon Futura convertible with custom interior and new top. New air shocks front and rear. 289 with headers, dual exhaust, cassette AM/FM stereo special design 1964 consistent, automatic transmission with manual shift option, aluminum radiator runs cool. Top up or top down—turns heads and draws interest anywhere you go. Starts with a click, good street runner, \$12,500. Charles Burgess, Charles_Burgess@dell.com, 512-497-6834. TX. 171116



1964 Falcon Futura red two door hardtop, six cylinder automatic transmission, low mileage, runs good. NEW paint, interior, windshield, gas tank, tires, brakes. All gaskets and seals replaced and bumpers re-chromed, \$8,200. Contact Robert Cross, 660-826-8140. MO. 180119

1965 Sprint, \$2,500; 1965 Futura hardtop, \$800; 1965 Futura convertible, four speed, \$1,500; 1964 Futura hardtop, bare body in primer on rolling chassis, including many interior and exterior parts, \$6,400; 1964 Futura convertible, \$1000. 1964 Sprint 289 V8 with headers and floor shifter, bucket seats, \$2500; 1964 Futura hardtop with Comet dash and 302 V8, three speed, \$2500; 1963 Deluxe Station Wagon, \$1,500; 1960 two-door Comet, \$500. JL Branson, 4097 Hwy T, Marthasville, MO 63357, 636-228-4501 or jlwbanson@mail.win.org. 180220



1965 red Futura hardtop, older restoration with few miles since rebuild. 200 six, automatic, interior redone, Billet wheels, runs like a champ, \$8,800. Tim Sampson, Text 410-868-6739 or tfortejas69@gmail.com. MD 180110



1965 Falcon two door wagon. It is stripped down and I have most of the parts. Green with a 351M chromed and bored .060 over, C-4 transmission. Ford nine inch rear end, new brakes, suspension and springs. Asking \$9,500. Rick Birr, 480-577-8556, rick65wagon@gmail.com. AZ. 180217



1966 Falcon Station Wagon, original 289 V8/C-4 automatic. **A pretty solid vehicle with NO big rust out issues.** It has pock holes in the tailgate and slight rust out in the left lower rear quarter panel. The interior is clean, needing some upgrading; I can supply pictures. Currently licensed, insured, on the road. Runs and drives well. The vehicle has a very poor primer paint job. Looking to sell for \$5,000, will consider a reasonable offer. Contact Bob Karpenko at GreedyMite@hotmail.com or by phone at 716-735-7547 Eastern. 171214

1966 Falcon Futura Sports Coupe barn find. Last plated in 1993. Clear Indiana title. Six cylinder automatic with bucket seats. New \$500. Falcon original style brake system installed along with new water pump and alternator. Have additional parts for the car. Minor rust. \$2,800. Call 812-294-1820 or email falconranch2@gmail.com with any questions. IN. 180104



1970½ Falcon, 429 stroked to 501. Engine professionally built, near 600 hp/600 ft. lbs., Edelbrock heads/intake, MSD Atomic EFI, FPA ceramic coated headers, dual exhaust, prof. built C6, -6AN fuel/-10AN heater lines, lightened and balanced driveshaft w/hoop, 31 spline axles, 3.50:1 gears, N case, Detroit Locker, custom built frame connectors and traction bars w/gussets, 26 gallon aluminum fuel tank, battery in trunk. Seats redone in original Falcon fabric, new headliner, NOS window post trim not installed, new audio system, USB, hood tach, custom painted GT scoop. Original paint and dash pad, some dents and dings, newer tires 275/60x15 rear, 235/60x15 front, polished five-spoke wheels. Lots more. \$29,500 OBO. Jim at jwreese@tranquility.net or 573-864-3153. MO. 171214

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Cruisin' the Coast: Bucket List or Bust?



My wife Jo said. "Cruising with 7,000 old cars? Are you nuts? It's probably gridlock the whole time!" I had wanted to do this event for four years, but one of my best clients always had a concert that conflicted with the dates and I couldn't take the time off. But over the past year I had trained an assistant to handle the conflicting gig, and I'd bought the trailer, so this had to be the year.

One of the things that intrigued me about Cruisin' the Coast® was that it extended the cruising season by a month. Driving along the beach with temperatures still in the 80s with other cool cars sounded like nirvana to me, so I plied Jo with visions of warm breezes and seafood restaurants and made reservations at a hotel right on the shore. We worked

out an itinerary that started with the Regional in Sevierville, Tennessee, meeting up with good friends from MDFC, then ending the trip visiting my daughter's family in Nashville on the way home. That did the trick.

The Falcon Regional in Tennessee was great fun, nicely organized, and set in the legendary Smoky Mountains. We were pretty familiar with the area, having gone there for many years to drive the Tail of the Dragon with the Miata Club. Being this close to it, I couldn't resist trying a piece of the Dragon in the venerable Ranchero. We found seven other Falcons who wanted to experience it with us, so off we went for maybe 30 of the legendary 318 curves in 11 miles. We turned around at the first overlook, a stunning view over the mountains and TVA lakes. Truclet seemed to love the heal-and-toe downshifts, letting the inside tire chirp as we apexed the deeply banked hairpin curves. There were lots of wide eyes and smiles at the overlook, and not just for the view! To cool the tires and slow the heart rate, we took Little River Road back through Smoky Mountain National Park, bypassing Gatlinburg and back to Sevierville, while stopping along the Little River for a Falcon photo op.

After a full 600 mile travel day south on Sunday following the meet, we were in Gulfport, Mississippi. Yes it was warm, but breezy was an understatement—more like a constant gale off the Gulf. We backed Truclet off the trailer and headed into town for a quick supper, pulling into a Sonic Drive-in next to a couple of tri-five Chevys. They hardly acknowledged the Falcon (you know Chevy guys!) but I thought it felt like Mel's Diner in American Graffiti. I hit my underbody lights, slammed the suspension, and the carhop girl said she luuuvd my car. I doubt she said that to the Chevy guys!

Cruisin' the Coast registration opened Monday morning, not too far from our hotel. Even at the beginning of the week-long event there were easily a thousand cars at the central show area, but the event is quite well oiled and organized,

by David Lau

and we had our credentials in an hour. We spent the rest of Monday

exploring Highway 90 eastbound about 25 miles through Biloxi, Ocean Springs, to Pascagoula. We found a gourmet-level lunch with Yuengling on draft at a little open-air bar in Ocean Springs. Before we left, the owner sat down with us and offered some barbecue wings he was thinking of adding to the menu. We offered our encouragement. Off the beaten path, there were still signs of Katrina's devastation in this area. We saw a muddy water stain on the front awning of an abandoned house, easily eight feet above the ground. Sobering.

That afternoon we got a call from Mike Sigler inviting us to dinner with the growing flock of Falcon folks assembling at the Comfort Inn Suites near Gulfport. Mike and Misty live not too far from Gulfport, and boy do they have the destination

—Continued on page 20



FALCONS WANTED

I am looking for an Econoline Pick-up in good condition. Prefer later model, five window, stock looking pick-up. I have a 1963 window van to trade, if possible, or I will purchase your truck and then sell the van. Bill Vancos, bvancos@yahoo.com or 715-360-0400. WI. 180103

PARTS FOR SALE

Parting 1960-65 Falcons. Good sheet metal, lots of trim, etc. Steve, 360-430-0143. WA. 180207

1960-63 radio, \$50; 1964 V8 Gen bracket, \$25; 1964-65 260-289 distributor, \$25. 1964-65 V8 air cleaner, \$45; 1965 four blade fan NOS, \$25. 260-289 standard crank cores, \$30; 1970 351 big valve heads, \$75 pair. 1977 351W block and crank, \$150. Roger Kosecki, 989-753-2686. MI. 180203

1963 Falcon Futura convertible parts: door and windshield chrome, glove box, emergency brake cable and handle. Front fender spears, hood scoop, front fenders, hood, trunk lid, bumpers, 170 engine, two-speed transmissions, starters, generators, miscellaneous chrome pieces, padded dash, radio, electrical, gauges, cables, etc. Selling as a lot. Make me an offer. Oliver Jergensen, 360-631-8213. WA. 180216

NOS Factory Ford passenger side rocker panel, fits all models 1964-65 Falcon, \$250. NOS voltage regulator C3DZ-10505-A, \$100. NOS heater switch C6DZ-18578-A, fits 1966-67 Falcon, \$60; NOS turn signal switch C0DZ-13341-A, fits 1960-62 Falcon Ranchero, Comet, \$115. NOS neutral safety switch, D1PZ-7A247-A S.W. 868-A, fits 1968 Falcon, 1969-70 Falcon with non-locking column, 1968-69 Galaxie, Torino, \$75. All prices plus shipping. John Simone, 413-336-5307, MA. 180206

Falcon tail lights and buckets, lots of chrome for 1964 and 1965, doors, fenders, hoods, trunk lids, two- and three-speed automatic transmissions. Five and six bolt bell housings, rear curved glass for station wagon, original three-speed on floor standard transmission shifter. Much, much more. Bob, 806-683-3550. TX. 180209

Parting out 1964 Falcon Sprint convertible. Shell, buckets, top frame are gone. Available: Rear seat, misc. brackets and hardware, fenders, hood, trunk, windows and glass, trim, radio, shock towers, etc. Also have a 1968 302 and C4 from Falcon Wagon. Email Owen Bassett at futura65@comcast.net. for needs and pricing. Can deliver to Nationals in Kansas. IL. 180211

1964 C4 five bolt 289 block, standard bore with .003 taper, magnafluxed and baked, \$400. 1965 289 ready to run .040 over, flat-top pistons, parallel decked .012 deck height

Erson 351 cam, GT40 heads Scorpion roller rockers with front cover, pan, oil pump, dampener, \$2,500. Email msgarrett35@Reagan.com or call 301-803-0433. MD. 180123

NOS: 1961 grille, \$295; 1961 headlight doors, two lefts, \$95 each, 1960 deluxe 13" wheelcovers, \$195 set of four, 1962-63 Deluxe Squire 13" wheelcovers, \$195 set of four. Good used 1962-63 Deluxe Squire wheelcovers, \$40-\$100 per set based on condition. 1962-63 Squire wood grained gas cap, in the box, one left, \$295. 1962-63 stainless gas cap for a Squire wagon, NOS, \$195. New 1965 hardtop bucket seat upholstery, Palomino, front and rear seats; \$300 for set. Nice Used: Three Sprint tachs, tested and working \$195-\$495 each. Good 1960 grille with a scratch, \$155; two 1961 grilles, \$150 and \$225; 1963 headlight doors, \$50-\$95 a pair; 1962 grille in good shape: \$395, nice headlight doors with shelf wear, \$95 each. Re-chromed interior windshield trim for hardtops and convertibles, three piece set, \$250-\$450 exchange. Good used hardtop windshield trim, \$175, driver quality; 1964-65 six cylinder power steering system stored outside and will need work, VERY RARE, \$495 as is. Convertible bucket seats with correct seat tracks/risers, in need of total restoration, very nice blue, \$900; 1966-67 power steering system, steering box with straight through shaft, complete lower linkage, no pump/pulleys/brackets, \$495 as is, may fit 68-70 as well. Two Narrow Pattern Toploader four speeds—one for a 1964½ Mustang, can work in a Falcon but needs the Falcon tailshaft housing, rebuilt; \$995; one Narrow Pattern Toploader with both Mustang/Falcon patterns, has a chipped second gear but turns freely, with a factory shifter, \$495. Single chrome Ranchero trim set, \$595, no gas cap, but they are reproduced now. 1962-65 trunk locks, good used with serviced locks and new keys, \$95-\$195. 1961-70 Station Wagon tailgate cranks, with serviced locks and new keys, \$100-\$450; 1966 Ranchero toppler, RARE survivor, needs work, \$200 as is. 1964-65 Futura door badges, repainted plus good chrome, \$20 a pair. 260 V8 front fender emblems, good used, repainted, \$30 per pair. 13" & 14" wire spinner hubcaps, all grades—restored, good used, and driver quality, levels #1 to #4, \$150-\$550 per set based on condition. 260 builder, long block with front cover plus valve covers, build code 3F18Z (maybe a 2, not Z) ran great, but smokes, \$200. Two speed V8 Ford-O-matic, shifts nicely, complete with linkage and starter, \$300, local pick-up for the engine and transmission. All prices are plus shipping. We have a 30+ year collection of Falcon and Comet parts. Call or email Lenny Kellogg, Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964, or visit us at kelloggsgarage.com. CO. 180219

1960 NOS Falcon grille, \$199. 1964/1965 NOS Falcon grilles and headlight assembly, \$1,499. 1962/1963 NOS Falcon cowl top, \$275. 1963 NOS Falcon exhaust bracket,

part #C3DZ-5260-A, \$55. 1964 NOS Falcon back-up lamp kit, part #C4DZ-15499-B2, \$459. NOS Falcon 1965 back-up lamp kit, part #C5DZ-15499-A, Hardtop/Sedan, \$459. 1965 NOS Falcon back-up lamp kit, part #C5-DZ-15449-B, Wagon/Ranchero, \$499. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$250. 1964 NOS Falcon lens, no back up, \$125. 1965 NOS Falcon lens, no back up, \$125. 1963-65 Falcon/Comet, 14", four lug, chrome slotted wheels with B.F. Goodrich Tires, \$950. 1963-65 Falcon bucket seats, black, usable or recover, \$950. 1963-65 Falcon/Comet four speed shifter with knob, \$199. 1963-65 Falcon/Comet top loader shifter box with linkage, \$450. 1965 NOS Falcon Ranchero/Wagon gas cap, \$229. 1963-65 Falcon/Comet six cylinder valve cover, black powder coated, \$155. 1963 Ford FE, 3x2 set-up, intake, carbs, linkage, air cleaner, NOS air filter, fuel log, \$1,400. More NOS, used and Scott Drake reproduction parts available, Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 171103

NOS duplication of original locking gas caps in option book for 1966 through 1970, \$58, free postage in USA. Contact Bill, Fordfalcon68@msn.com. 180116

ALL NOS: C0DZ-3047-A, upper control arm shaft kit, \$65. C0DZ-3350-B, steering arm and bushing, \$95. C0DZ-3049-A, upper ball joint spindle support, \$65. C0DR-7A039-B, trans. ext. assy., \$75. C0DZ-2128-A, wheel cylinder repair kit, \$5. C0DF-13304-A, turn signal plate, \$30. C0DF-13206-B, front park/turn signal lamp housings, \$200 for the pair. C0DF-5630-C parklamp lens, \$24. C0DZ-3A130-A outer tie rod, \$35. C0DZ-3352-B steering arm and bushing, \$75. C0DR-7A039-B trans. ext. assy, \$75. C0DF-11654-C headlamp switch, \$90. C0DZ-7210-B shift selector lever, \$55. C0DZ-9A586-A & B carb rebuild kits, \$60 each. C0DD-5A283-F, exhaust hanger, \$50. C0DZ-1126-B, rear brake drum, \$130. C0DF-12370-A, Autolite vacuum control, \$36. C0DF-13304-A, turn signal plate, \$30. C0DZ-9155-A, Autolite FG-4 gas filter, \$15. Much more. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 180214

Don Branson's 35 year collection of good used parts for 1960-1969. Hoods, \$75; doors, \$75; grilles, \$150-\$800. Headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels, hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. JL Branson, 4097 Hwy T, Marthasville, MO 63357, phone 636-228-4501 or email jlwbanson@mail.win.org. 180220

WHERE IS MY AD?

Please resubmit your classified ad each month that you would like it to run.

PARTS WANTED

1963 Falcon Delux two door wagon parts. They must be in excellent condition, either NOS or used: front and rear bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and/or manual tailgate window parts, tailgate springs, hinges, etc. Keith Litteken, 11394 Revere Ln., St. Louis MO 63128-1416. Contact 314-480-2556 or kslitteken@aol.com. 180214

Wanted: 1964 or 1965 Ford Falcon console body, show quality condition or complete console. Please call Garry Gass, 814-967-2234. PA. 180223

1960-65 Falcon two door station wagon outside, stainless steel, window trim. I am particularly interested in the trim for the back seat windows, but will consider all—partial sets, individual pieces OK. Call or email Lenny Kellogg, Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964, CO. 180219

1960-1970 FALCON PARTS

Contact us for your Falcon parts.

We stock ornaments, rubber weatherstrips, bumpers, grilles, steering, brake and suspension parts. Interior trim, mirrors and manuals. Please mail in for your Falcon parts catalog today.



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NASHVILLE, GEORGIA 31639 USA
Phone: 229-686-2470 Fax: 229-686-7125**



Cruisin' the Coast: Bucket List or Bust?

—Continued from page 17

restaurants dialed in. Good food, drink, conversation, and a parking lot full of Falcons! What could be finer. We discussed places we could visit on Tuesday, and after seeing some of the lingering effects of Hurricane Katrina, I expressed interest in the Ground Zero Museum in Waveland, at the western end of the cruise route. So Mike led several of us to the Museum which is housed in an elementary school building built in the 20s. It's one of the few buildings to remain at least partially standing after Katrina. Beyond the printed stories and photos of the total devastation throughout this area, there was a horizontal line painted throughout the hallways up near the ceiling. Yup, this was the water level during the storm surge. Unbelievable.

Crossing over a bay bridge that was rebuilt with more elevation following Katrina, we continued back east along 90, driving through sand swirling across the highway thanks to the continuing gale from the Gulf. Yes, there's still some Mississippi sand clinging to the greasy bits of the Ranchero, but I smile thinking about where it came from. The sight of pelicans dive bombing the water for fish just outside the window was something we don't see in Michigan. And of course that trip was followed by an awesome lunch at a restaurant in view of the water where everyone knew Mike and Misty.

Continuing along 90, my heart skipped a beat when I noticed Truclet's battery voltage dropping to 12 volts. That ain't right. Then it went up to 13.2, then back to 12. Shoot, looks like the alternator is dying. Well it wouldn't be an old car trip without some adventure, and that's why I trailered it, right? Mike sent me to an alternator shop back in Gulfport, where I pulled the alternator in the parking lot, and they replaced the regulator. That put me back on the road with a solid 14 volts and whew, I'd dodged that bullet.

Wednesday we followed the Falcon fleet east to Ocean Springs again, and did encounter our first serious logjam coming back west on 90. Truclet has never overheated, but stuck in stop-and-go traffic for over five miles in 90° heat, the temp did start to rise. So we turned inland a couple blocks to move along better. By that time, news was filtering in that Hurricane Nate was on it's way north and could make landfall in this area on Saturday. We already had plans to head out on Thursday, but it hurt knowing that another



storm was on it's way after seeing what these people endured 12 years earlier. Nate did cut the 2017 event short by a day, but it didn't do damage like Katrina did, thankfully.

No question Cruisin' the Coast was a bucket list event for me, and I'm grateful I got to finally do it. And I'm just as grateful to get back home with truck, trailer, and Truclet intact and to reminisce about it. I might do it again, but I don't feel the burning need to experience it like I did before. Like any successful trip, it's the people you meet and hang out with that make such an event memorable. Seems to me Falcon folks are among the best.

—David Lau (FCA #15122)
Plymouth, Michigan



WHAT IS CRUISIN' THE COAST®?

Cruisin' The Coast® began in 1996 as a festival to celebrate antique, classic and hot rod vehicles, nostalgic music and related events. 374 vehicles registered that first year and in 2017 we had 8,308 registered vehicles. Car enthusiasts from 40 states plus Canada, Germany and Puerto Rico arrive on the Mississippi Gulf Coast once a year to showcase their rides and to cruise our beautiful 30-mile stretch of beach-side highway with designated stops in Bay St. Louis, Biloxi, D'Iberville, Gulfport, Pass Christian, Ocean Springs and Pascagoula. Each venue is set up as a mini festival with a stage for live bands, reserved parking for registered cruisers, spectator parking, and vendors for food and event merchandise. Registered cruisers will receive an ID card in their registration packets to exhibit all week in their car's front window; this ID allows entry into the venues where reserved parking is available. A program with maps will also be part of the registration packet so cruisers can plan their individual schedules as this is an open cruise—events are scheduled and you decide which ones you are interested in attending. Our week long event includes cruise-ins, a Salute To Our Veterans event, car auction, swap meet, car corral, and a parade. Spectators are welcome and will find that our cruisers love to talk "old cars."

Cruisin' The Coast has 12 Host Car Clubs providing over 700 volunteers who help with registering vehicles, directing cars at the venues, giving directions, and welcoming our guests. These are just the jobs cruisers see. There are hundreds of behind the scenes and pre-event activities that our volunteers help with all year long. When you see someone in a bright yellow staff shirt—that is a fellow car lover who is donating time to make this a fun event for all. If you get a chance you may want to say thank you to a volunteer during your visit.

Cruisin' The Coast has become the biggest special event in the state of Mississippi. As Cruisin' The Coast has grown, the honors and awards have followed suit. Cruisin' The Coast received the Governor's Excellence in Tourism Award as Festival/Event of the Year in the State of Mississippi. Cruisin' The Coast was also named the recipient of the "Shining Example Award" for Best Festival/Event of the year by the Southeast Tourism Society, one of the "100 Events for the Year" for 2001 and in 2011 by the American Bus Association and was also named a Southern Travel Treasure by AAA's magazine, AAA Southern Traveler. In 2007, the Automotive Restoration Market named Cruisin' The Coast the 2007 Restoration Event of the Year.

— cruisinthecoast.com

CHAPTERS BY REGION

Pacific Region

Regional Director **Monte Brachmann**
923 SE 73rd Ave., Vancouver, WA 98664
360-326-3035

CENTRAL CALIFORNIA FALCONS CHAPTER BAKERSFIELD, CALIFORNIA

Marcia Simpson
5304 Southshore Drive
Bakersfield, CA 93312
661-619-0677 / 661-587-8539
Meet first Tuesday of the month. Call for location.

COLUMBIA RIVER CHAPTER

Allen Shade
157 Aiki Road, Woodland, WA 98674
360-225-7403
Meet first Thursday monthly, 7:30 PM, Mar–Nov,
Benny's Rod & Custom Pizza Café,
4219 NE St. Johns Rd., Vancouver, WA

GOLDEN GATE CHAPTER BAY AREA, CALIFORNIA

Bob Snider, 510-278-0519
636 Via Pacheco
San Lorenzo, CA 94580
Meet second Saturday odd months

MONTEREY BAY CHAPTER MONTEREY BAY, CALIFORNIA

Taj Dufour
120 Via Vinca, Santa Cruz, CA 98060
831-438-8268
See montereybayfalconclub.com for
meeting info.

RAINIER FALCONS CHAPTER SEATTLE, WASHINGTON

Roger Moore
126 143rd St. SE, Lynnwood, WA 98087
206-290-3093
luva65falconwagon@frontier.com
Meetings third Wednesday, bimonthly Jan–Nov.
See rainierfalcons.com for more info.

RIVER CITY FALCONS CHAPTER SACRAMENTO, CALIFORNIA

John Roman
910 Cottonwood Street
Woodland, CA 95695
530-383-4734
Meet second Saturday monthly, 12:00 PM
Round Table Pizza, 1566 Howe Ave., Sacramento

SONOMA COUNTY FALCONS FOR FUN CHAPTER

SANTA ROSA, CALIFORNIA
Greg Allen
1515 Maria Place
Rohnert Park, CA 94928
707-478-6324
Meet first Thursday monthly

SOUTHERN CALIFORNIA CHAPTER

Patrick Hall
6331 Marsha Avenue
Simi Valley, CA 93063
805-583-4403
Meet second Sunday of even numbered months
Gather at 9:45, meet at 10:00 a.m. at Hill Street
Cafe, 3301 N. Glenoaks Blvd., Burbank, CA 91504

North Central Region

Regional Director **Jack Ellis**
17860 168th St., Basehor, KS 66007
816-806-1806

GATEWAY CHAPTER

ST. LOUIS, MISSOURI
Rich Albert
1805 Main Drive, High Ridge, MO 63049
636-677-4670
Meet fourth Sunday monthly

LAKE MICHIGAN CHAPTER

Tom Washburn
16675 Orchard Valley Dr.
Gurnee, IL 60031
847-244-4821
Meeting TBA

RAPTOR CHAPTER

Charles T. Mans
P.O. Box One, Princeton, IL 61356
815-200-6948
Meeting TBA

MID AMERICA CHAPTER, KANSAS CITY

Jim Boyer
jlbm357@gmail.com
816-806-5102
Meet first Friday monthly, 816-288-7649

WHEAT STATE CHAPTER, WICHITA, KANSAS

Christopher Slifko
15123 E. 60th, Derby, KS 67037
316-640-0495
Meet second Saturday, even months

METRO DETROIT FALCON CLUB CHAPTER

Gordon Leslie
12300 Churchill Ave., Southgate, MI 49195
734-225-1067
Meet first Sunday bi-monthly, Southgate Holiday
Inn, 17201 Northline Road, Southgate, MI 48195

GREATER OZARKS CHAPTER SPRINGFIELD, MISSOURI

Jerry Kendall
953 Burk Road, Highlands, MO 65669
417-761-2677
Meet second Sunday even months, 2 PM, Panera
Bread, N. Kansas Expressway, Springfield, MO

South Western Region

Regional Director **Todd Gaudin**
19611 E. Paloma Lago Ct.
Cypress, Texas 77433
281-467-4607; toddgaudin@yahoo.com

ALAMO CHAPTER, SAN ANTONIO, TEXAS

Patti and Arthur Browne
606 Olney Dr, San Antonio, TX 78209
210-822-6692, 64ranchero@satxrr.com
Meet second Sunday monthly
Pig Stand, 1508 Bdw., San Antonio, TX

CAPITAL CITY CHAPTER, AUSTIN, TEXAS

Gary Brubaker
9200 Bradner Drive, Austin, TX 78748
512-289-5153
Meet third Saturday monthly; time and location
vary. Contact garybrubaker@hotmail.com or
call for details.

HEART OF TEXAS CHAPTER

DALLAS/FORT WORTH
Ryan Murphy, 940-300-3788
ryan_murphy_1981@yahoo.com
307 W. Locust, Whitewright, TX 75491
Meet second Saturdays of even months only.

LONESTAR CHAPTER, TEXAS

Mickey Rosewell
112 Denman, Mt. Pleasant, TX 75455
903-572-9593
Meet third Sunday monthly. Call for information.

NORTHEAST TEXAS CHAPTER

David Gunnells
1786 Turkey Road, Gladewater, TX 75647
903-759-6850
For Club information, contact David

SOONER STATE CHAPTER

OKLAHOMA CITY, OK
Jordan Mixon
jordanmixon@hotmail.com
Meet third Saturday monthly. Call for information.

SPACE CITY CHAPTER, HOUSTON, TEXAS

Danny Naramore
247 Blackwater Lane, Houston, TX 77015
713-703-5110
Meet second Saturday monthly. Prince's Drive=in,
6:00 PM, 11460 Fuqua at I-45 (Gulf Freeway).

THIRD COAST CHAPTER

HOUSTON, TEXAS
Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, TX 77433
281-467-4607
Meet third Saturday of even months; Valley Ranch
BBQ, 22548 SH 249 at Spring Cypress, 5:30 PM.
Check website or call to verify.

Mountain Region

Regional Director Kent Whisenand Jr.
7190 W 24th Place, Lakewood, CO 80214
720-480-4910; kw65falcon@gmail.com

ARIZONA CHAPTER, PHOENIX

Greg Lyons
8845 Silver Spur
Flagstaff, AZ 85014
928-527-1056

Meet second Saturday except June, July, August;
Berge Ford, 460 E. Auto Center Dr., Mesa, AZ

MILE-HI CHAPTER

Jim diZerega
1221 Rue Court,
Ft. Collins, CO 80526
970-266-0888

Meet third Friday monthly, 303-857-9360

WILD WEST FALCONS CHAPTER

Ted Boothroyd
2247 Perona Ct.,
Grand Junction, CO 81503
970-314-2498

Meet quarterly. Call for details.

South Central Region

Regional Director Mike Sigler
14475 S Big Hill Rd., Gulfport, MS
228-596-9160

FOUNDERS CHAPTER, CABOT, ARKANSAS

Sandy Meir
131 Ballard Road, Cabot, AR 72023
501-628-2898

Meet second Saturday monthly; 501-605-1370

SOUTHERN COAST FALCONS CHAPTER PENSACOLA, FLORIDA

Lou Kosa
1 Pinetree Dr., Gulfbreeze, FL 32610
850-293-1131
Meetings TBA

GULF STATES CHAPTER

GULFPORT, MISSISSIPPI
Mike Sigler
14475 S. Big Hill Road
Gulfport, MS 39503
228-596-9160

Meeting info posted on Facebook page.

MUSIC CITY CHAPTER, TENNESSEE

Bruce Stewart
175 Horntown Road, Gallatin, TN 37066
615-452-0321

Meet monthly. Call for dates and location.

BLUEGRASS CHAPTER LOUISVILLE, KENTUCKY

No leadership at this time.

FRONTIER CHAPTER

PARIS, ARKANSAS
Ben Norris, 1000 1st St.,
Bonanza, AR 72916 • 479-639-6735
Meetings TBA

BON TEMPS CHAPTER, LOUISIANA

Cary Loupe
18661 Magnolia Estates
Prairieville, LA 70769 • 225-445-4488

North Eastern Region

Regional Director John Howard
3955 Tolbert Rd., Trenton, OH 45067
513-312-8799

ERIE CANAL CHAPTER

AURORA, NEW YORK
Mike Barren
1310 E. Blood Rd., Cowlesville, NY 14037
Meetings TBA

HOOSIER CHAPTER GREENWOOD, INDIANA

Dan & Jan Brancolini
2112 Wood Stream Dr., Avon, IN 46123
317-374-3580
Meet first Sunday monthly; Edwards Drive-In,
2126 S. Sherman Dr., Indianapolis, 317-418-8301

KEYSTONE CHAPTER CARLISLE, PENNSYLVANIA

Jeff Wied, 2593 Hill Rd.
Green Lane, PA 18054 • 215-234-8833
Meetings TBA

NORTHEAST CHAPTER

RI, CT, MA, VT, NH, ME
Rick Bowes, 245 S. Main St.
Coventry, RI 02816 • 401-823-1059
Meet third Saturday monthly; check website for
location and time.

OHIO VALLEY CHAPTER

TRENTON, OHIO
John Howard
3955 Tolbert Rd.
Trenton, OH 45067 • 513-312-8799
Meetings TBA

ONTARIO CHAPTER, ONTARIO, CANADA

Al Ingli
44 Farnsworth Dr.
Toronto, Ontario, Canada M9N 2Z7
1-416-580-8234
Meetings TBA

THE WESTERN PENNSYLVANIA CHAPTER PITTSBURGH, PENNSYLVANIA

Bob Smith
421 Shelbourne Dr.
Pittsburgh, PA 15239 • 905-335-2834
Meetings TBA

South Eastern Region

Regional Director Dave Wagner
7111 Wolffever Landing Dr., Harrison, TN
423-243-3525; 65Sprint@baldwinpines.com

CAROLINAS CHAPTER, NORTH CAROLINA

Tony Honeycutt
6477 Mount Pleasant Rd. S.,
Concord, NC 28025
980-621-1787; exeasy_98@yahoo.com
Meet monthly. Call for dates and locations.
Call 704-792-2122 or 980-621-1787.

MASON DIXON CHAPTER

CAMDEN, DELAWARE
Patrick Varricchio
4 Kilkea Ct., Nottingham, MD 21236
410-256-2834; steeler306@comcast.net
Meetings TBA

SOUTHEAST CHAPTER, GEORGIA

Ricky Kerbow (January-June)
166 Crowell Rd. SE, Conyers, GA 30094
770-560-3964; mkkerbow@bellsouth.net
Bobby Chester (July-December)
2617 Camp Wahsega Road
Dahlonega, GA 30533
678-878-5016; twosprints@gmail.com
Meet first Sunday bi-monthly; call for details.

SUNCOAST CHAPTER, FLORIDA

Bill Shira, 433 Sandestin Dr.,
Winter Haven, FL 33884-1318
863-206-1990; shirawd@aol.com
Meet monthly. Call for details.

STAR CITY CHAPTER, VIRGINIA

Lynn Wilkerson
237 Foxfire, Cloverdale, VA 24077
540-793-4442; vwwilkerson888@aol.com
Meetings TBA

TENNESSEE VALLEY FALCONS CHAPTER

Wayne Rollins
5542 Evergreen Farms Lane
Greenback, TN 37742
865-856-3030
wrjr57@comcast.net; wrjr57@comcast.net
Meet monthly April-November; call for details

VIRGINIA FALCONS CHAPTER

MIDLOTHIAN, VIRGINIA
Terry Critser
1212 Outspring Road
Chesapeake, VA 23322
757-646-3222; 62bluefalcon@cox.net
Meet second Sunday of March, June, September,
December. See website for locations.

December 22, 2017

Subject: Dustin's finished car

Dustin has always liked old Fords, Jeeps and pick up trucks. He has a picture of a Shelby GT500 and other Mustangs hanging on the walls of his bedroom. Dustin also likes to hunt and one day wants to join the Marines. At 15 he was looking at Mavericks and he really liked the 70½ Falcons. His grandfather is in the Falcon Club and found a 1966 Futura Sports Coupe, six cylinder automatic, for sale from a Keystone Chapter member. The Falcon had all the trim in place and was a great price a 15 year old could afford. The other perk was his grandfather had a V8 1966 Sports Coupe parts car and some other '66 Falcon parts. He also had the styled five lug wheels from Dustin's mom's 1967 Falcon she had in high school. Dustin bought the five lug posi-traction rear end and front disc brake suspension from a 1968 Falcon Sports Coupe. He bought a hood scoop from a Torino Cobra Jet to make his Falcon different. Dustin's Falcon had an odd problem. One of the previous owners removed the spark plugs and a mouse had built a nest in one of the cylinders. In addition, the engine would not turn over; the head was removed.

In the next 15 months Dustin and his grandfather converted the six cylinder suspension over to the V8, repaired rust holes in the floor, installed a new headliner, carpet and stripped the car down to bare metal to prepare for a new paint job. The 200 cu. in. six was used after a completed valve job. It's ready for a V8—in a few years. The six cylinder is enough power for a new driver. The Falcon wasn't ready to drive on his 16th birthday but was done for him to drive after he passed his driver's test. Everyone at school loves his car. Most of them have never heard of a "Ford Falcon." Next year Dustin is going to get with his friends at school that have classic cars. They are going to try to get parking spaces all in a row at school.

Dustin and his 1966 Falcon Futura Sports Coupe

from Bruce Wolfe's blog





September 23, 2016
Subject: Dustin's Car is delivered

Dustin's 1966 Falcon Futura Sports Coupe was delivered on July 23rd. We also received some suspension and brake parts from a 1968 V8 Falcon Sports Coupe. These parts will convert the '66 over to disc brakes, a posi-traction rear, and five lug wheels. The 200 cu. in. six cylinder was not running and also apart. One of the previous owners had removed the spark plugs. Believe it or not, a mouse built a nest in one of the cylinders. The cylinder head had to be removed since the engine did not turn over. We sent the head out for a valve job. We removed the engine and tranny. Dustin cleaned and painted the engine and engine compartment.

Above left: On a hot July 23, 2016 Dustin's 1966 Falcon Futura Sports Coupe was delivered. Right: Engine cleaned and ready for paint.
Below: Dustin welding a panel.



October 21, 2017
Subject: Dustin's Car is running

We installed the engine and tranny and then got it running. The engine sounds great and the tranny feels real strong. We had a small electrical problem. The wipers would not turn off and the gauges were working erratically. The problem was a disconnected ground wire under the dash. After connected, everything worked great.



—Continued on page 28

FALCON CLUB OF AMERICA OFFICERS

BOARD OF DIRECTORS

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245 S. Main St
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401-823-1059
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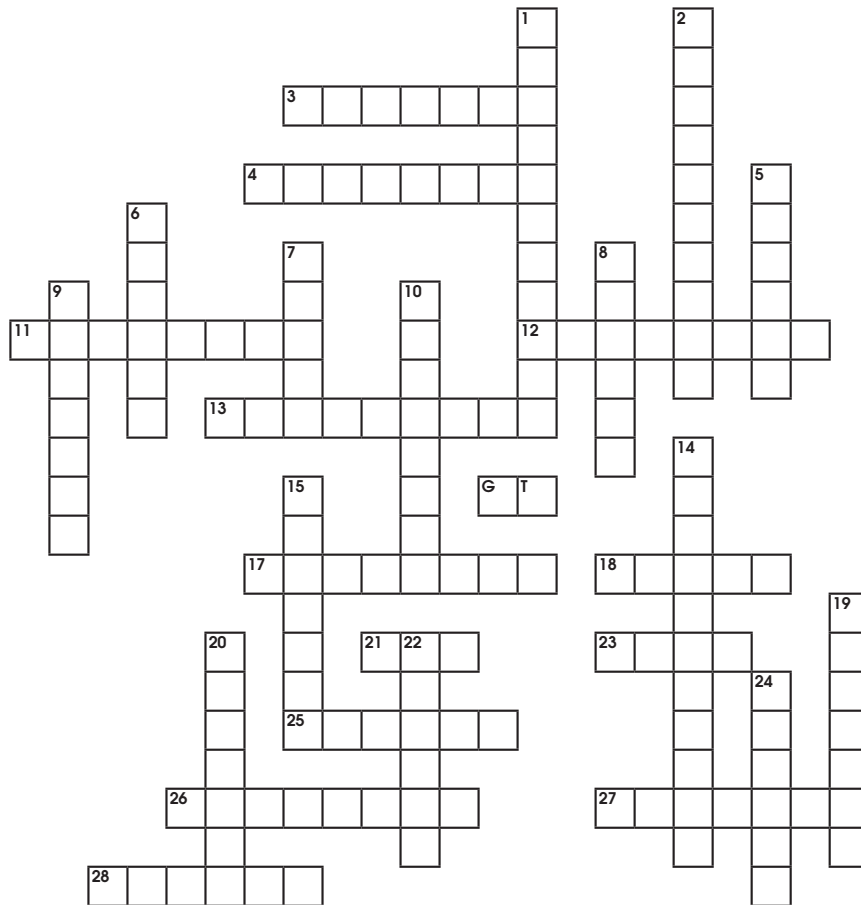
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Crossword Puzzle: Ford Models



Across

- 3 First a compact 1975-80, then mid-size 1981-82
- 4 Minivan made 1986-97
- 11 Between 1957 and 1979 over 500,000 of these coupe utilities were produced
- 12 European racing Ford Sierra
- 13 Top trim level of the 1952-54 Fords
- 16 Two-seater sports car manufactured in 2005
- 17 Compact 1969-77; FYI: Your Editor had one
- 18 This 70s subcompact was the first mass-produced American car with rack and pinion steering.
- 21 1965-86 model years highest trim level of the full-size Ford
- 23 Full-size crossover
- 25 It's Mercury twin was the Sable
- 26 Two-door wagon only produced in 1956
- 27 1979-82 Coupe Utility and no, it's not a Dodge
- 28 Mid-size pickup truck

Down

- 1 Henry Ford's first model
- 2 Full-size SUV
- 5 16 million supermini cars were made globally
- 6 Best Ford car ever—marketed by Peanuts
- 7 1989 liftback coupe built on a Mazda G-platform
- 8 Mid-size sedan available in gasoline, gas/electric hybrid, and full electric variants.
- 9 Full-size family car made 1959-74
- 10 Retractable model
- 11 Suzanne Somers drove this in "American Graffiti"
- 15 Current light commercial vehicle
- 19 Ford tractor brand
- 20 Model originally based on the Falcon platform
- 22 "Gran" 70s model was star of a Eastwood movie
- 24 OJ's famous Ford

Answer Key is on the back of magazine wrap

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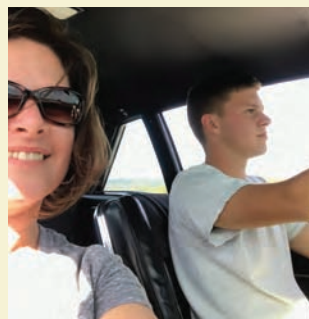
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—Continued from page 25



Mom and her Falcon in 1990, Mom and Dustin in 2017. Notice the wheels on Dustin's Falcon are the same wheels from his Mom's car.



Grandfather Bruce Wolfe (FCA #949) and Dustin with his Sports Coupe.

Painted
and a few
days later
ready for its
first show,
the LB
Smith All
Ford show.
(below).



October 22, 2017

Subject: Dustin's First Car Show

We had a marathon week. On Sunday, the Falcon was painted Ford Lightning Blue Metallic. Pennsylvania inspection, front end alignment and transmission leak fixed on Thursday. I picked Dustin up at school on Friday. Dustin has his learner's permit and can't drive it by himself. I drove the Falcon by the football field where they were having a pep rally. One of Dustin's friends pointed to his Falcon and Dustin said, "That's my car." I parked at my normal place and waited. The whole school and the marching band then walked by the Falcon coming back from the pep rally. Dustin hopped in the driver's seat grinning from ear to ear. We then topped the week off at the LB Smith All Ford show with a perfect weather day for a car show. A record 140 cars at the show. A few people commented about Dustin's car saying, "Do I smell paint?" We didn't have all the emblems on and it looked pretty nasty under the hood. It's still a work in process and still trying to finish that last 5% of work.



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TECH TIP

Gas Tank Drain Plug Removal

During my 50 plus years of working on Falcons, I have seen many gas tank drain plugs damaged by open-end wrenches, pliers, vise-grips, and pipe wrenches. Here is an easy way to remove the plug without damage, using tools that most everyone has.

1. Remove dirt/rust with a wire brush.
2. Apply WD-40 or a similar product.
3. Take any 3/8 inch drive socket and fit the square end over the plug.
4. Use a pipe wrench to loosen/remove the socket/lug combination.

—Skip Goddard (FCA #173)
Paulden, Arizona

HOW TO ADVERTISE IN

The National Falcon News

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

GENERAL CLASSIFIED ADVERTISING INFORMATION

When submitting your ad, include your name, location and FCA number. Please try to limit your ad to 50 words. Ads may be edited.

Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly. No phone calls or faxes are accepted for ads. Ads must be received by the 20th of the month, two months before publication month (For example, May 20 is the deadline for the July issue).

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad.

AD CONTENT

Please include the following for FALCONS FOR SALE ads:

Vehicle description: year, model, body type, paint color, engine type, transmission, condition, special options, mileage and what may be unique about your vehicle.

Asking price: Examples: \$8,500; \$3,600 OBO

Contact information: Your name, email address and/or phone number (913-555-5555) and your two digit state code (Example: Michigan = MI).

For PARTS FOR SALE ads, please include description of item, asking price, and contact information as above.

MEMBER BUSINESS CARD PAGE INFORMATION

Individual rate: \$120 per year; Business rate: \$150 per year. Payable annually.

PAYMENT FOR ADVERTISING

Checks should be made payable to the Falcon Club of America.

Send ads and photos by email to fca.editor@yahoo.com.

Ads and photos sent by mail and payments may be sent to: Janet Wilkerson, FCA Editor
22806 Bradford Ln. Ct., Blue Springs, MO 64015

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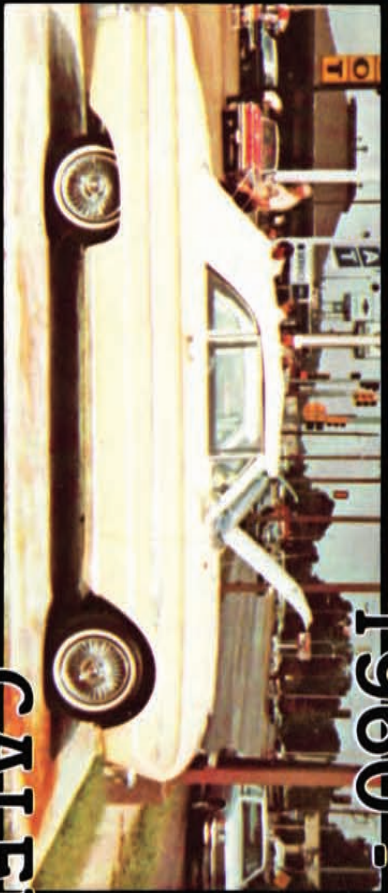
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1987



FORD FALCON

1960 - 1970 1/2



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